



GREAT STREETS FRAMEWORK PLAN



Government of District of Columbia
Anthony A. Williams, Mayor

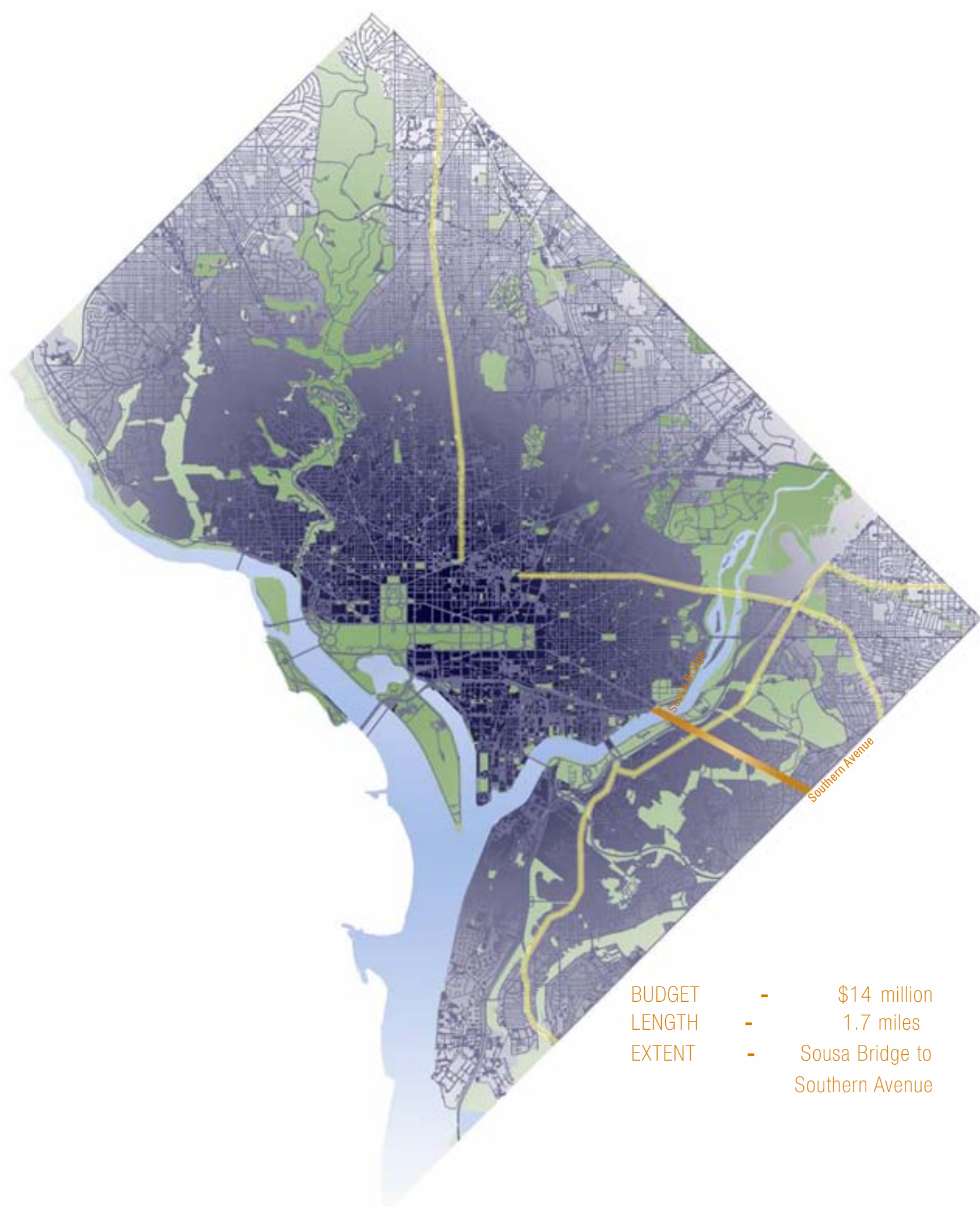


District Department of Transportation
Michelle Pourciau, Director

PENNSYLVANIA AVENUE SE



THE GREAT STREETS PROGRAM INVOLVED THE PUBLIC AND COMMUNITY MEMBERS IN A VARIETY OF PROJECT TASKS SUCH AS ANALYSIS, DISCUSSION, WORKSHOPS, IDEA PROCESSING, BUDGETING, AND DESIGN RECOMMENDATIONS.



Pennsylvania Avenue SE

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Great Streets is a multi-agency program that strategically uses public investments to improve local quality of life and to attract private investment to communities. The corridors that are identified as the first phase of the Great Streets Program are not only vital to the community development of local neighborhoods, but are also key to enhancing the District's diversity and prosperity.

Program Goals

1. Improve the quality of life in neighborhoods along the corridors, including public safety, physical appearance, and personal opportunity;
2. Support local demand for goods and services through economic development;
3. Expand mobility choices and improve safety and efficiency of all modes of travel; and
4. Attract private investment through the demonstration of a public commitment to Great Streets communities.

PRINCIPLES



ENERGIZE
Strengthen businesses and other local services



REFRESH
Integrate nature and create valuable open spaces



MOVE
Choices in how to travel



DISTINGUISH
Safe, vibrant places that reflect local character



CARE
Increase community ownership and participation





A FRAMEWORK FOR CHANGE

Pennsylvania Avenue SE is a signature boulevard that offers spectacular views, and will provide its community with pedestrian-oriented nodes that offer diverse and high quality retail services.

Anchored by three significant activity nodes - L'Enfant Square, Branch Avenue, and Alabama Avenue - which alternate with residential areas, the corridor's street edge will be unified by the sidewalk material, large tree cover, and street lights. This well-articulated street edge will emphasize views toward the U.S. Capitol.

Pocket parks will be easily accessible, and will have enhanced crosswalks, higher illumination levels, and public art. New sidewalks, lighting, enhanced crosswalks, and signage will make the city's parks and trails along the corridor easily accessible. The corridor will thus reinforce the Vision Statement and become an important amenity and focal area for the neighborhoods and the District at large.



VISION

Pennsylvania Avenue SE is a signature boulevard worthy of its title as "America's Main Street." It offers the nation panoramic views and a new and exciting Public Square in the tradition of "L'Enfant City". Three compact retail districts with high quality pedestrian environments are centers for community and connections to high quality transit services for the residents.





L'Enfant Square

Destination
1-295 to 27th St SE (2,000 Feet)

Major Reconstruction

- Extension of median to Minnesota Ave.
- Bury utility poles
- Realign roadway & curb/gutter
- New sidewalk: exposed aggregate & Furnishing:
Pervious units pavers, as per
DDOT requirements
- Public art
- New streetlighting: Twin 20
- Add street trees

Neighborhood Residential and Retail Segment

Community
30th St., SE to Fort Davis St., SE (4,500 Feet)

Streetscape Improvements

- Bury utility poles at retail nodes
- New sidewalks exposed aggregate & Furnishing: Pervious units pavers, as per DDOT requirements
- Add sidewalk at Parklands
- Public art
- New streetlighting: Twin #20
- Add street trees

Neighborhood

Major Reconstruction

- Bury utility poles at retail nodes

Extents/ Length

Level of Improvements

HISTORY AND CONTEXT

This avenue, on axis with the Capitol, is an extension of the L'Enfant Plan for the City of Washington, D.C. and is a designated National Scenic Byway. The avenue is used as a major river crossing by commuters to access the city's core. Its function as an important vehicular entry route has severely impacted the corridor's role as a focal point for its communities and its visual link with the Capitol.

It offers its neighborhoods (Hillcrest, Randle Heights, Anacostia, and Fort Dupont Park) retail pockets that are auto-oriented in character and offer limited services. The corridor is predominantly fronted by single family homes with large setbacks that reinforce its appearance as a green boulevard. Several major parks (Fort Davis, Fort Dupont, and Fort Stanton) and smaller pocket parks fall along the corridor's path. However, pedestrian access to the parks is poor, due to the auto-oriented nature of the roadway, which

restricts the use of the pocket parks. The Anacostia Waterfront is yet another asset that the neighborhood community lacks access to due to the barrier effect of I-295 and its interchange.

At the western end of the corridor, L'Enfant Square provides an opportunity to create a significant public plaza (in the L'Enfant tradition). Market analyses has shown that it is also a potential magnet for major commercial and housing development. Today it is a congested, dangerous intersection carrying traffic from across the river and Minnesota Avenue, with roadways that split the open space into traffic islands. Further east, the corridor intersects other major streets, such as Branch and Alabama Avenues, where retail facilities are located. At its eastern end, the transition between Maryland and the District is insignificant and the vehicular right-of-way expands appreciably once in Maryland.



A

B

C

D





(opposite page)

Figure A: Pennsylvania Bridge, 1910

Figure B: Pennsylvania and Minnesota Avenues SE, August 6, 1949

Figure C: Pennsylvania Avenue SE is characterized by single-family houses with wide setbacks

Figure D: Pennsylvania Avenue looking east, wide automobile lanes dominated right-of-way at L'Enfant

(current page)

Figure E: Retail facility at Pennsylvania and Branch Avenues SE

Figure F: Existing Transportation Infrastructure Map



EXISTING TRANSPORTATION ASSESSMENT

The corridor is dominated by single-family residential density with clearly defined pockets of employment and retail activity. The following Pennsylvania Avenue cross-street locations are identified by the land use index as having the greatest interaction between households and employment: Minnesota Avenue, Branch Avenue, and Alabama Avenue.

The worst peak congestion occurs between Minnesota Avenue (including west, past the Sousa Bridge) and Branch Avenue. Daily traffic volumes range from 22,000 to 53,000 vehicles per day. Problems at Minnesota Avenue are exacerbated by missing I-295 ramp movements from Kenilworth Avenue southbound to Pennsylvania Avenue toward the Capitol. Approximately 32% of vehicles arriving eastbound at Minnesota Avenue are making a U-turn to travel back toward the Capitol.

Poor off-peak travel conditions are concentrated around Minnesota Avenue. No frequent bus service into the District is available for the length of the corridor. The highest concentrations of people walking to the bus,

with over 1,500 per day, can be found in the blocks immediately adjacent to Minnesota Avenue. Westbound bus pull-offs at L'Enfant Square create considerable blockage of the travel lanes. Transit usage along the length of the corridor ranges from 15-25%.

Pedestrian and bicycle travel to work is less than 5% across the entire corridor. The location of schools and residential activities between 30th Street and Branch Avenue necessitates heavy pedestrian crossings between households and activity centers. A review of high accident locations during 2002-2004 identified the intersections of Pennsylvania Avenue with 14th Street and Fairlawn Avenue as having 28 and 26 accidents per year, respectively. The highest accident location was at Minnesota Avenue with 42 per year. These locations were followed by 7th Street (19), 11th Street (18), and 13th Street (18) with all other intersection averaging less than 16 accidents per year. Parking is permitted in the center of the corridor with restrictions at Southern Avenue where the roadway becomes narrow and the number of lanes is restricted to one in each direction during non-peak hours.



OTHER INITIATIVES and MARKET POTENTIALS

DDOT, has put forth several initiatives and plans for the Pennsylvania Avenue SE Corridor. Including the Middle Anacostia River Crossings Transportation Study, Pennsylvania Avenue Scenic Byway, Memorials and Museums Master Plan NCPC, and Pennsylvania Avenue Transportation Study.

The Pennsylvania Avenue Revitalization Task Force has provided substantial leadership and vision for the corridor east of the Anacostia River.

Summary of Planning/ Urban Design Study Recommendations

- Lowering I-295 to create a full memorial circle
- Consolidate green space at L'Enfant Plaza to create a public plaza
- Restore Minnesota Avenue as a two-way street to reduce traffic congestion and allow for a safer transit environment
- Attract tourism and economic investment
- Develop high quality housing with river views
- Implement pedestrian and bike trails
- Involve the community in developing and maintaining the corridor
- Offer multiple, high quality transit options
- Improve pedestrian comfort, pleasure, safety, and crossings
- Provide substantial aesthetic improvements

A



B



C



Figure A: Option P-10 to reconfigure I-295 Interchange (Middle Anacostia River Crossings Transportation Study)

Figure B: Option for re-configuration of Pennsylvania/Minnesota Avenues intersection (Pennsylvania Avenue Traffic Study)

Figure C: Sousa Bridge looking east (Anacostia Waterfront Initiative)

This corridor is in the path of growth as significant development activity along Pennsylvania Avenue, west of the Anacostia River, will eventually spill over the river. The corridor will significantly benefit from the construction of the Anacostia Light Rail Line, which will have its northernmost stop at L'Enfant Square.

There is an opportunity to greatly improve the quality of the mixed-use core in this corridor as well as the quality of the overall residential experience along the entire stretch of the corridor. The market will support garden and mid-rise development in the area in the near-term with higher-densities eventually achievable closer to the mixed-use core over time. While much of the new housing will likely provide for a mixture of incomes, the corridor will have the ability to market new residential units at market prices, given the relationship of the corridor to neighborhoods west of the river, and most critically, the ability to offer a price alternative to more expensive, established neighborhoods in the District of Columbia. A significant share of the housing demand will originate from local residents seeking housing upgrades, in addition to individuals moving to the corridor from Prince George's County and from across the river in search of a more affordable housing option.

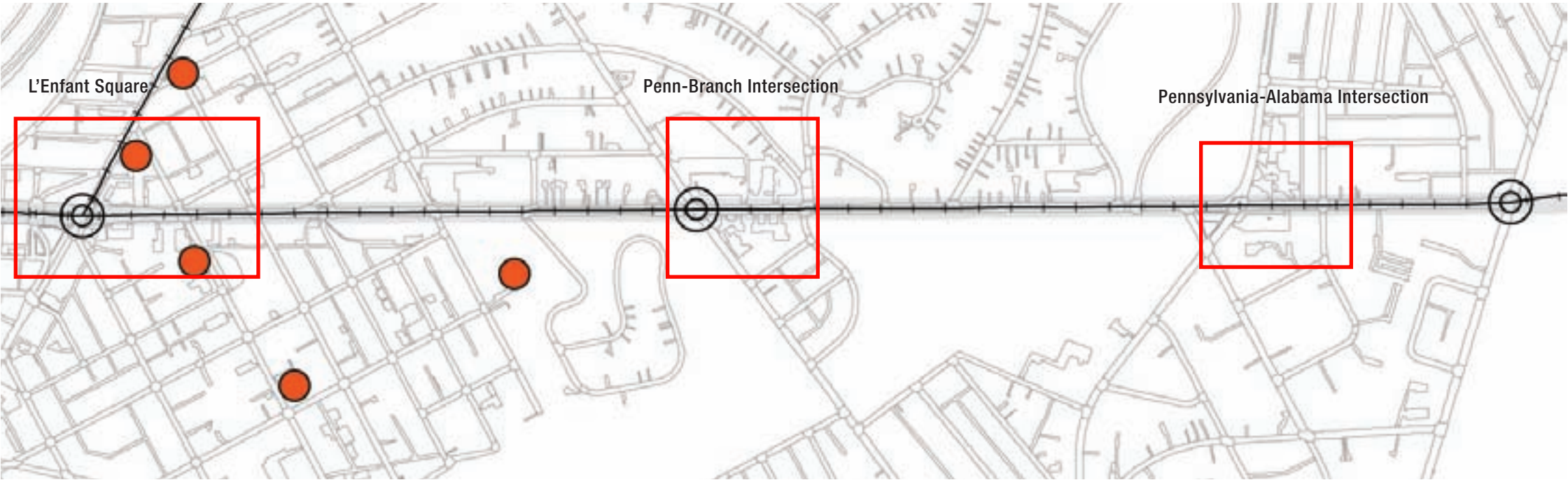
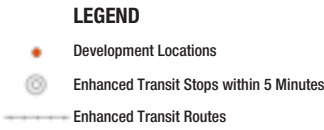
Areas of Investment

L'Enfant Square: Located at the intersection of Pennsylvania Avenue and Minnesota Avenue, is one of the more prominent gateways to the neighborhoods east of the Anacostia River. Currently, it lacks aesthetic appeal and is underutilized, with only a limited amount of retail goods and services, much of it serving the significant volumes of traffic traveling through the corridor to and from employment cores to the northwest. There is an opportunity to redevelop the area with higher quality, neighborhood-serving retail mixed with local-serving office and medium- and high-density residential development. There are already several smaller residential projects in this area, totaling 56 units, which is a precursor of future residential demand. The L'Enfant Square core will benefit from the construction of the Anacostia Light Rail Line, which will locate its northernmost stop in this corridor.

Pennsylvania-Branch Avenue Intersection: A small amount of local-serving retail currently exists at this intersection, and although it is relatively healthy, there is an opportunity to upgrade the scale and quality of this retail experience. The demand for higher quality retail will increase as the values and quality of the housing in the surrounding single-family neighborhoods improves.

Pennsylvania - Alabama Avenue Intersection: There is a large concentration of multifamily development, particularly on the southeast side of the corridor, and a very small amount of local-serving retail. While the existing multifamily developments are relatively stable, there will be pressures over time to increase the quality and value of this housing and local-serving retail. This market pressure may result in some redevelopment or rehabilitation opportunities.

Figure A: Area of Potential Market Growth



TRANSPORTATION RECOMMENDATIONS

Transportation recommendations have been developed for each corridor and are defined in three modal parts: pedestrian/bicycle, transit, and vehicular. Prior to implementation of the Great Streets recommendations, a detailed operational analysis should be performed to determine what combination of travel lanes, signal coordination, transit signal prioritization, transit operations, parking, and pedestrian enhancements would optimize travel conditions on Pennsylvania Avenue.

As a major commuter route from Maryland to the District core, Pennsylvania Avenue will continue to increase in congestion levels. Congestion levels increase as one moves westward toward Minnesota Avenue. Even though the corridor traffic growth is expected to be less than 30% over the next 30 years, unacceptable congestion levels that used to span from Minnesota Avenue to Branch Avenue will extend to Alabama Avenue under the expected traffic growth and current roadway configurations.

Right-of-Way Configuration:

- The Pennsylvania Avenue SE Transportation Study, completed in 2003, provided detail on recommended roadway improvements for the corridor. Recommendations included:
 - Redesign intersections at L’Enfant Square and Minnesota Avenue:Redesign the northbound and southbound Minnesota Avenue intersections at Pennsylvania Avenue to eliminate the current two-intersection configuration
- Remove U-turn median cut on Pennsylvania Avenue east of Minnesota Avenue
- Median improvements at Minnesota Avenue
- Redesign intersections to have new signals at:
 - 28th - 29th Street (completed)
 - 31st Street
 - Texas Avenue (completed)

- New lane configurations at Southern Avenue
- Sections A through D show the options for the right-of-way configurations.
- Section A and B lane configurations from 29th Street to Fort Davis Avenue will operate as:
 - AM Peak:
Inbound - one exclusive transit lane with two additional general use lanes,
Outbound - one shared transit lane with one additional general use lane.
 - PM Peak:
Inbound - one shared transit lane with one additional general use lane,
Outbound - one exclusive transit lane with two additional general use lanes.

Note: Further study recommended for Right-of-Way allocation

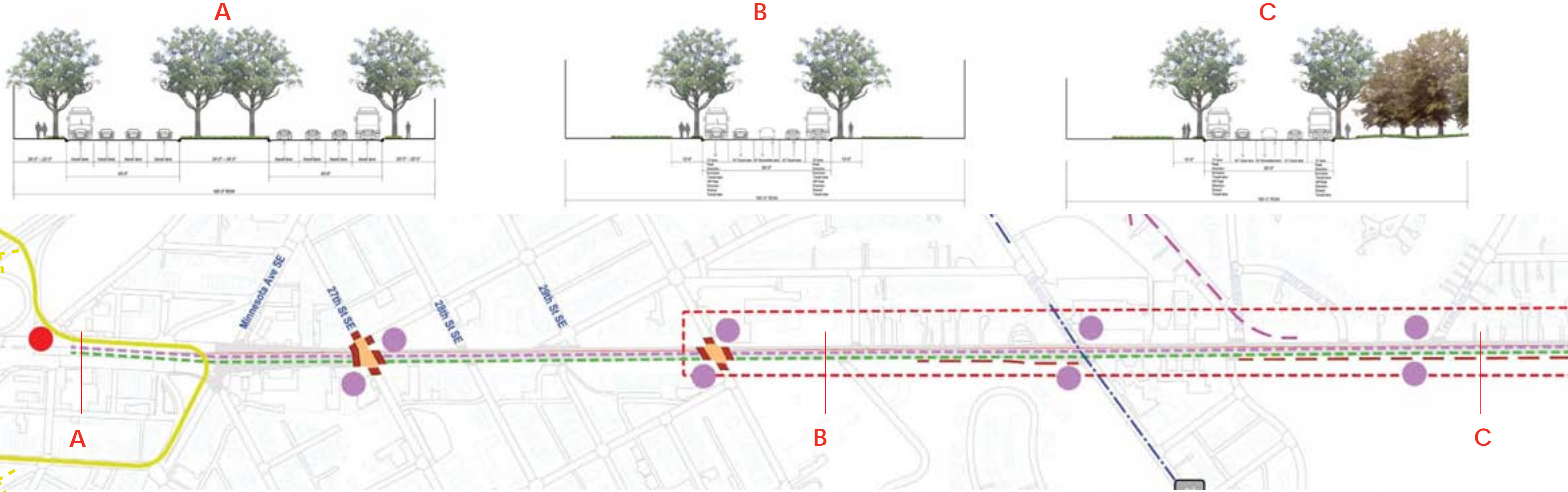


Figure A: Transportation Recommendation Map

Pedestrian Facilities:

- Enhanced pedestrian upgrades at the redesigned intersections include:
 - High visibility crosswalk and wider median at southbound Minnesota Avenue (L’Enfant Square) and Pennsylvania Avenue
- Enhanced pedestrian upgrades along Pennsylvania Avenue:
 - Randall Highlands Elementary School with additional sidewalks between Branch Avenue and 31st Street
 - Additional sidewalks between 33rd Street and 38th Street along Davis Park
 - Improved pedestrian facilities at the Fairlawn Avenue SE intersection to facilitate access to the waterfront
 - Coordinate with the National Park Service and construct sidewalks from Carpenter to 38th Street

Bike Facilities:

- Bike lanes are not recommended for Pennsylvania Avenue, but the roadway would be designated through signage as a Class 2 Bicycle Corridor.
- Branch Avenue is recommended as an alternative bicycle route.

Transit Facilities:

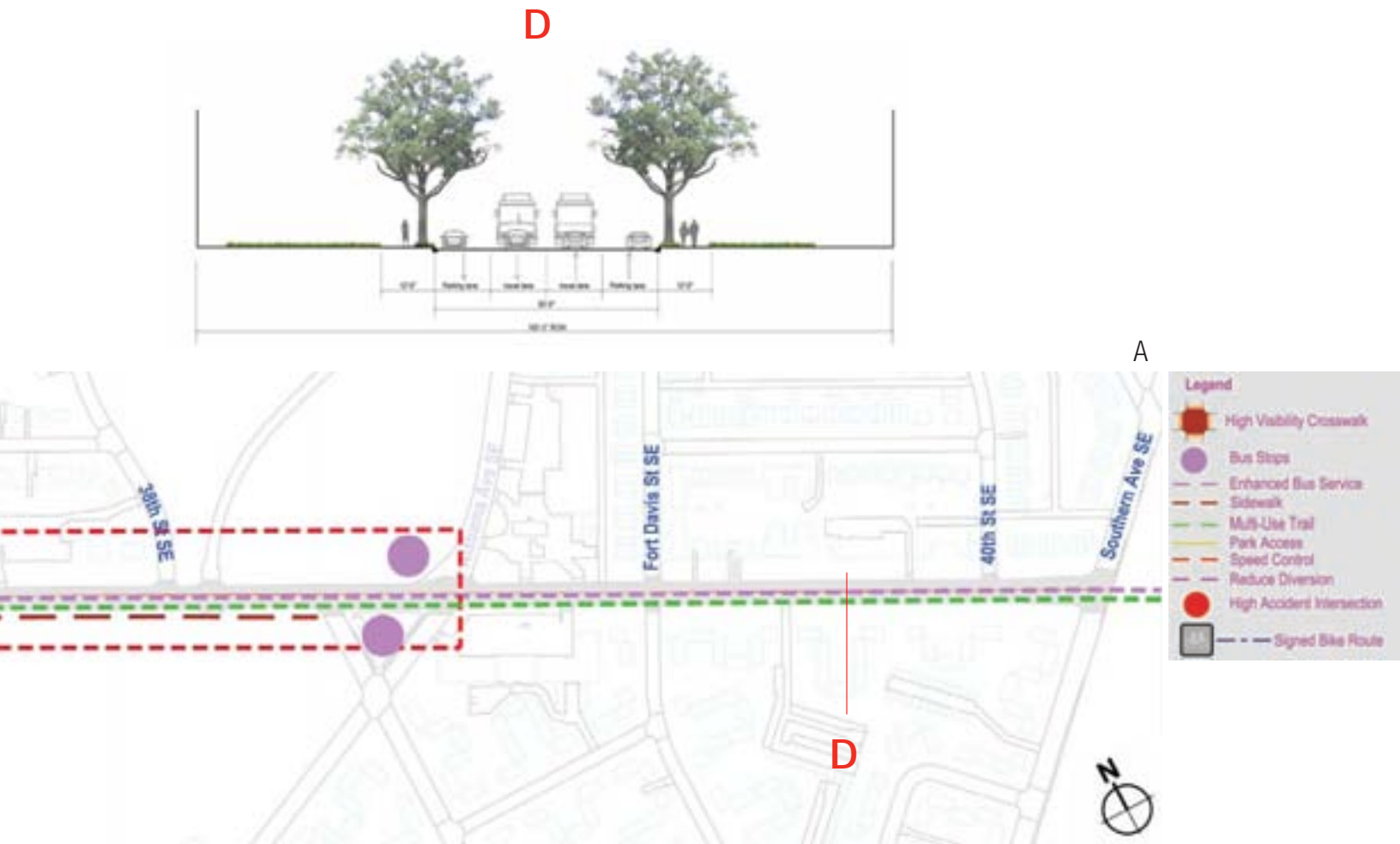
The WMATA Alternatives Analysis Report indicated that there would be 5,300 daily rapid transit boardings on Pennsylvania Avenue east of the Anacostia River that includes sections of this new WMATA route that extends into Maryland.

- Implement Rapid Bus service from a new park-and-ride facility in the vicinity of Southern Avenue at the Congressional Methodist Church connecting to the District’s core.
- Exclusive Rapid Bus travel lane in peak direction from Southern Avenue to downtown.
- Three bus stops are identified on the corridor including:
 - L’Enfant Square
 - Branch Avenue
 - Alabama Avenue
- Additional stops outside the corridor include:
 - Eastern Market Metro
 - Independence Avenue at 2nd Street
 - East Capital at 2nd Street
 - Constitution Avenue at 2nd Street
 - D Street at 2nd Street
- Buses would run every 10 minutes in the peak period.

- Assumed peak travel time would be:
 - 28 minutes in the peak direction
- Transit analysis was conducted using the MWCOG model. The analysis assumed a fixed travel time independent of the improvements that would have to be made to accomplish that travel time. Based on the preliminary results of the traffic model runs, it was estimated that there would be approximately 2,000 daily boardings for some type of Rapid Bus service on this corridor.

Vehicle/Parking Facilities:

- Signal coordination and transit signal prioritization should be reviewed and implemented.
- The intersection at Minnesota Avenue - L’Enfant Square is the primary focus area for the corridor.
- The current I-295 - Pennsylvania Avenue interchange design creates traffic and U-turn issues at the Minnesota Avenue intersection. Interchange improvements have been suggested in transportation studies as part of the MAC Study.
- A reversible off-peak center turn lane will operate as a peak direction travel lane so that two travel lanes in each direction are maintained throughout the day up to Fort Davis Street.
- Speeding problems between 30th Street and Alabama Avenue need to be addressed.
- Signage should be provided to reduce the number of trips using T Street instead of Pennsylvania Avenue.
- A dedicated curb parking lane will be maintained from Fort Davis Street to Southern Avenue.



L'ENFANT SQUARE SEGMENT

Extent:

I-295 to 27th Street SE

Located at the western end of the corridor, the square is the first major node after the Sousa Bridge. The proposed central open space at the I-295 interchange, along with this node, will form an open space network that facilitates the river crossing.

Minnesota Avenue will be restored as a two-way street. This will create two softscape parks on either side of Pennsylvania Avenue that will be edged by retail and mixed-use facilities, and have narrow side streets with slow moving traffic. These parks will become major gathering spaces for the surrounding communities and a potential National Memorial site. The square will be well-furnished with benches and streetlighting. Public art, in the form of free-standing sculpture, will serve to highlight this node. Dense tree cover and other landscape elements will shield the parks from traffic and shade the open areas during the summer.

Retailers on the edge of the parks will benefit from the high exposure to traffic and pedestrians. Sidewalk cafés and spaces for street performances and gatherings will create a vital, robust urban place worthy of the neighborhood and the National Capitol. Enhanced, well-lit crosswalks with bulb-outs will make crossing the side streets safer so that walking from the retail facilities to the parks will be convenient.

The side streets will be more pedestrian-friendly with benches, pedestrian level lights, and tree cover that allows for maximum visibility to store fronts. Public art, in the form of insets in the sidewalks, and street sign attachments will help shape a distinct character for these streets.

The median leading from the bridge to the square will be extended across to Minnesota Avenue. Along with the tree canopy on the edge of the parks, the median will reinforce the avenue's green boulevard feel.

Enhanced bus transit service will serve this node, reinforcing its role as a gathering space and connecting this part of the city with its core streetscape elements. This segment should be developed from the streetscape elements in the Enhanced Areas section.



Note: Further study recommended for ROW allocation

Before (see below):
L'Enfant Square at Minnesota Avenue and Pennsylvania Avenue SE

After (facing page):
A re-configured Pennsylvania Avenue with enhanced crosswalks, exposed aggregate concrete sidewalks, and other pedestrian amenities with a plaza on both sides will transform this congested intersection into a gathering point for the surrounding neighborhoods and a gateway to the east.





PENN BRANCH SEGMENT

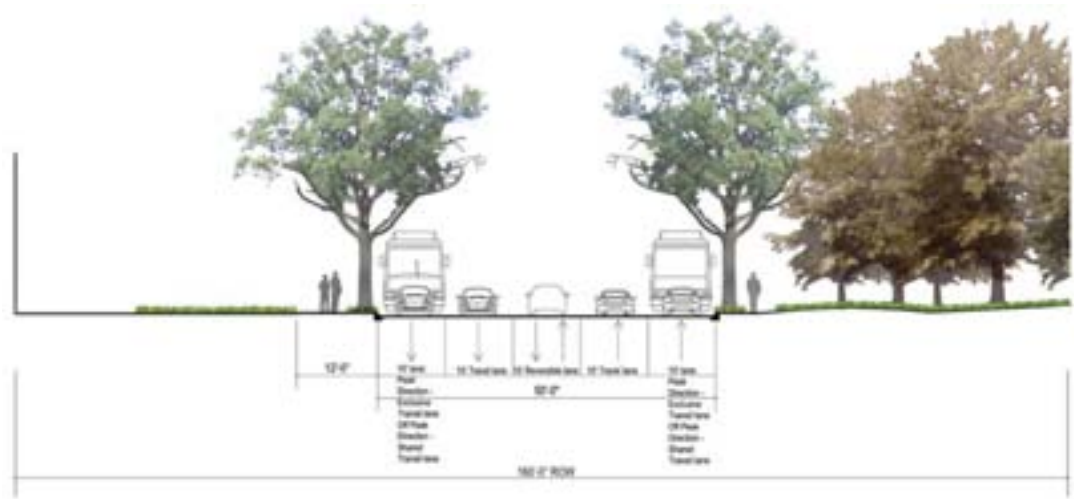
Extent:
30th Street SE to Carpenter Street SE

A retail node interspersed with residential uses and parkland characterize this segment. Streetscape solutions for the residential areas should be developed using the typical streetscape elements from the Enhanced Areas section.

Located at the confluence of parkland and retail areas, the node offers a variety of facilities to neighboring communities. If pedestrian connectivity between these diverse environments is enhanced, residents of the area will have access to a range of places that few other District neighborhoods have.

Enhanced pedestrian facilities such as continuous sidewalks, well-marked and illuminated crosswalks, and way finding signage make access to the parklands more safe and convenient. The sidewalks in front of the shopping malls will be well-lit and furnished with benches and bike racks. Pervious unit pavers and exposed aggregate concrete in the sidewalk clear zone will tie the node into the overall vision for Pennsylvania Avenue, while public art insets in the sidewalk and street sign attachments will create a localized feel. Enhanced bus transit service will ferry people to and from the node, making it more accessible.

The natural trails of the surrounding parkland and the enhanced retail environment of the shopping areas will create a unique mix of places at the node, much like the Woodley Park node at Connecticut Avenue NW where Rock Creek Parkway and retail outlets offer access to diverse environments in a compressed distance.



Note: Further study recommended for Right-of-Way allocation

Before (see below):
Branch Avenue SE Avenue and Pennsylvania Avenue SE

After (facing page):
New streetlighting, exposed aggregate concrete sidewalks, and enhanced sidewalks facilitate convenient access to the Penn Branch Shopping Center.





After

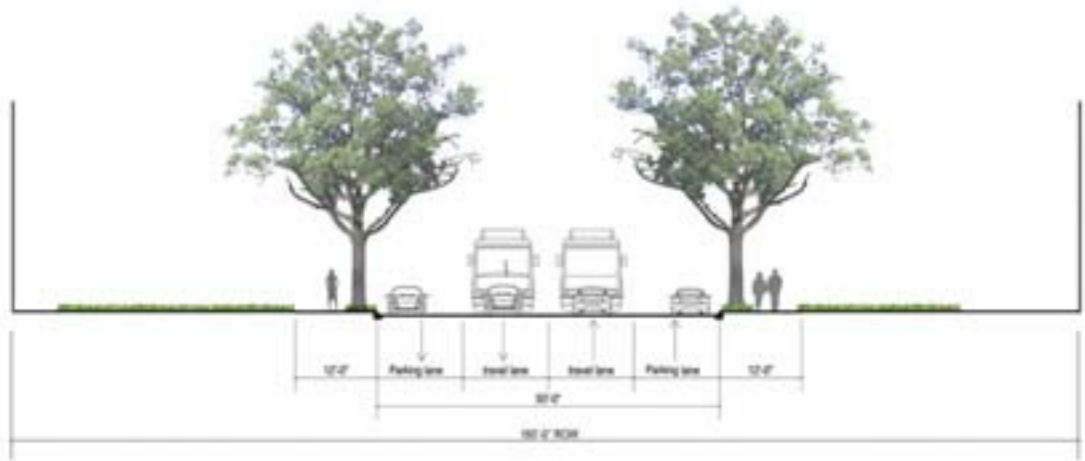
ALABAMA AVENUE SEGMENT

Extent: Fort Davis Drive SE to Fort Davis Street SE

This retail node offers access to Fort Stanton Park, has good view sheds, and offers a good balance between the surrounding parks and the more urban area of the shopping center.

The node provides a convenient space for the low-density neighborhoods around it. Signage, enhanced crosswalks, and pedestrian lighting make this node easier to access. Exposed aggregate concrete sidewalks along with Twin-20 light fixtures tie the node in with the overall streetscape design vision for Pennsylvania Avenue SE.

Public art inserts in the sidewalk along with streetsign attachments lend a local feel to the space. Streetscape solutions for the residential areas should be developed using the typical streetscape elements in the Enhanced Areas section.



Note: Further study recommended for Right-of-Way allocation

Before (see below):
Branch Avenue SE Avenue and Pennsylvania Avenue SE

After (facing page):
New streetlighting, exposed aggregate concrete sidewalks, and enhanced sidewalks facilitate convenient access to the Penn Branch Shopping Center.





PRETZEL TWIST
Established 1999
OLD FASHIONED LEMONADE

SNOWBALLS

STREETSCAPE TREATMENT

A well-designed, comfortable, and safe pedestrian environment will be a key to reposition Pennsylvania Avenue as a vital neighborhood resource. These streetscape guidelines are intended to promote a feel for the corridor that connects it in a compelling way with the L'Enfant plan for Washington, D.C. and creates vibrant, robust, local places.

These guidelines are written with careful consideration of the ongoing efforts of the city and private developers in the area. The goal is to build upon these and to integrate efforts for maximum and successful results. The streetscape materials and furnishing recommendations should be used as the building blocks to create a unique public environment in conformance with existing District standards.

The streetscape typology emphasizes commercial segments at neighborhood, community, and regional levels that will be treated with the streetscape elements for **Enhanced Areas**. The street environment along park residential areas will be treated in accordance with the **Typical** streetscape elements.

These elements should be used in residential, minor retail, and park areas. Where Historic District designation applies, these standards will be superceded by the District's Historic District standards.

Recommendations



b2



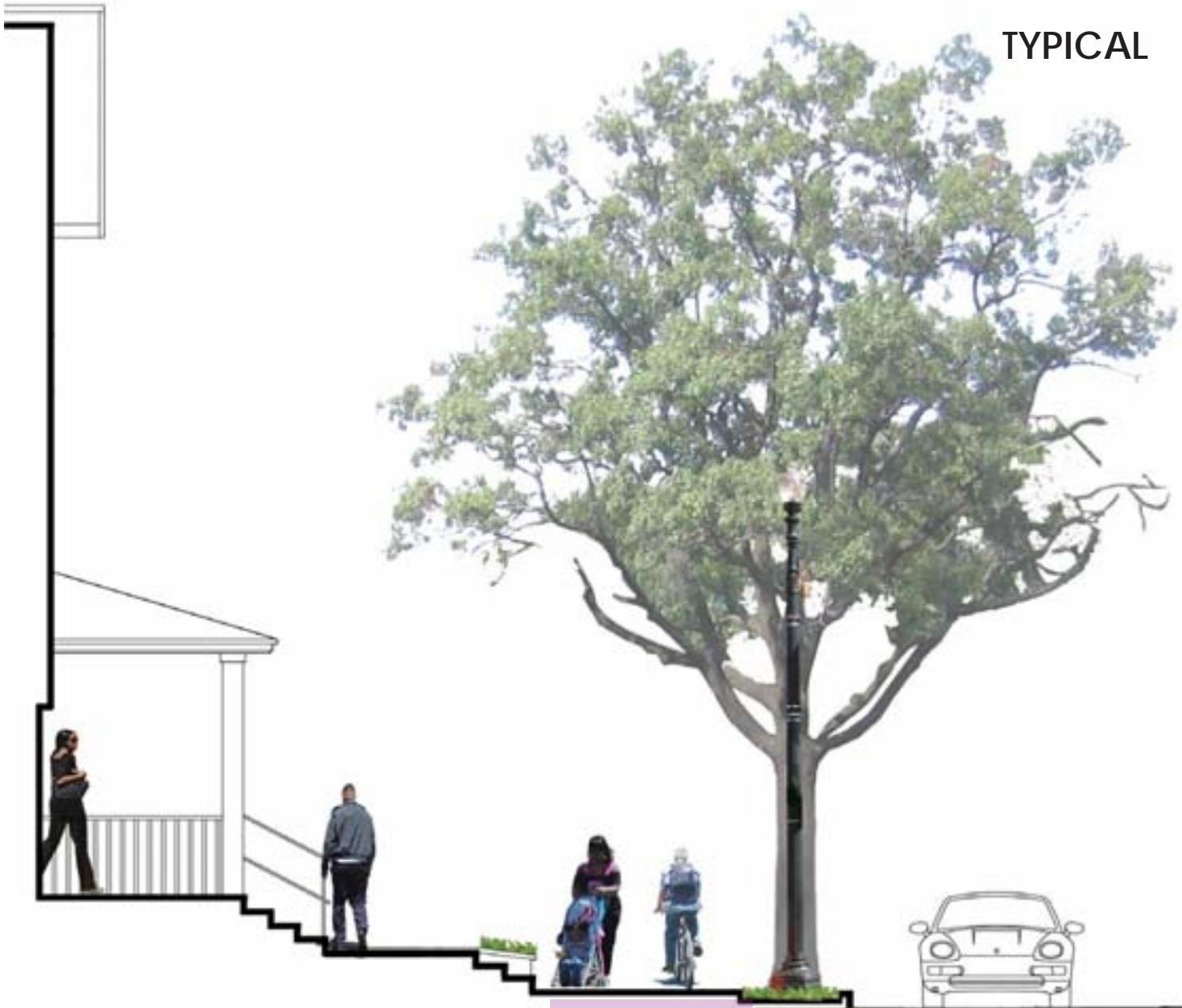
a1 b1



c1



c2



TYPICAL

Private- width varies	Sidewalk- width varies Walkway Zone Minimum 4'0"	Furnishing/ Planting Zone Minimum 4'0"	Roadway - number of lanes varies
	Paving (a1) Exposed aggregate concrete	Paving (b1) Unit paver to match sidewalk color	Paving (c1) Designated parking lane - unit pavers Crosswalk - Thermo plastic "piano striping"
	Streetlight (b2) Twin 20	Streetlight (b2) Twin 20	
	Furnishings (a2) Access cover	Furnishings (b3) Trash bin	
		Landscaping(b4) Red Maple Understory planting Mulch Contiguous tree root zone	Curb & Gutter (c2) Granite curb Brick gutter Median treatment Curb cuts & driveways - concrete ramps, contiguous sidewalk finish ADA ramps - concrete ramps with truncated dome - Unit pavers

ENHANCED



Roadway - number of lanes varies

Sidewalk - width varies

Furnishing/
Planting Zone
Minimum 4'0"

Walkway Zone
Minimum 4'-0"

Spill Zone
(optional)

Paving (c1)

Designated parking lane - unit pavers
Crosswalk - stamped concrete

Pedestrian & Traffic Safety (c2)

Bus shelter

Curb & Gutter (c3)

Granite curb
Brick gutter
Curb cuts & driveways - concrete ramps
Median treatment - exposed aggregate
ADA ramps - granite ramps with truncated
dome unit pavers

Paving (b1)

Unit paver to match
sidewalk color

Streetlight (b2)

Twin 20

Furnishings (b3)

Seating
Standard trash bins
Bike rack
Centralized parking meters
Bus shelters

Landscaping (b4)

London Planetree/ Village green
zelkova/ Goldenrain Tree
Planting
Planter edging
Maintain contiguous tree root zone

Signage (b5)

DC BID/ custom design street sign attachments

Paving (a1)

Exposed aggregate
concrete

Paving (d1)

Exposed aggregate
concrete or
matching unit paver

Furnishings (d2)

Seating & planter boxes
provided by businesses



a1

b1



b5



b2



b4



c3



c1

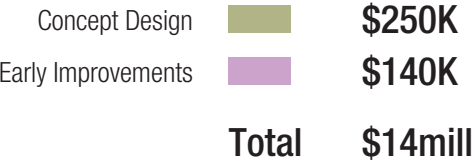
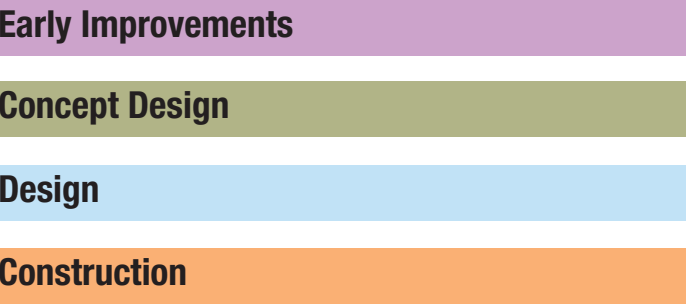
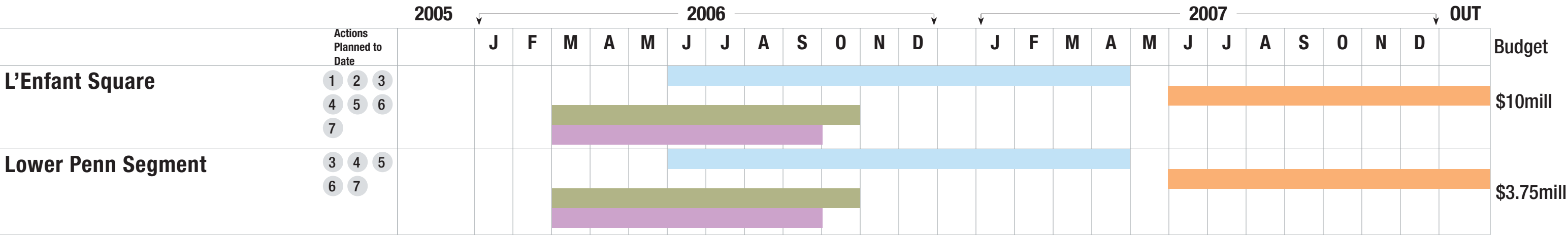


c1

Recommendations

Pennsylvania Avenue SE

ACTION PLAN



Actions Planned to Date

- 1

Action: Pennsylvania Avenue Near Term Improvements-Signals

Location: Texas Avenue and Fire House

Description: New traffic signals at Texas Avenue and fire house.

Related Projects: Pennsylvania Avenue Transportation Study
- 2

Action: Pennsylvania Avenue Near-Term Improvements-CSX Tracks

Location: CSX Crossing

Description: Dangerous pavement conditions around CSX tracks at crossing. Problematic to residents and commuters. Pavement repair required.

Related Projects: Pennsylvania Avenue Transportation Study
- 3

Action: Pennsylvania Avenue Short-Term Improvements

Location: Corridor

Description: Improvements recommended in Pennsylvania Avenue Transportation Plan including signals and pedestrian lighting.

Related Projects: Pennsylvania Avenue Transportation Study
- 4

Action: Pennsylvania Avenue Short-Term Improvements-Bus Rapid Transit

Location: Union Station to Southern Avenue

Description: Utilize existing alternating lane to accommodate curbside, bus-only provision during rush hour for local traffic relief and mobility.

Related Projects: DC Transit Alternatives Analysis; Transportation Vision Plan
- 5

Action: Pennsylvania Avenue Revitalization Concept Plan

Location: Sousa Bridge to Southern Avenue

Description: Street rehabilitation and streetscape improvements coordinated with ODMPED land acquisition and development strategy.

Great Streets Funding: \$500,000

Related Projects: Pennsylvania Avenue Revitalization Plan
- 6

Action: Pennsylvania Avenue Revitalization Engineering Design

Location: Sousa Bridge to Southern Avenue

Description: Detailed engineering designs for construction of streetscape improvements.

Great Streets Funding: \$1 million

Related Projects: Pennsylvania Avenue Revitalization Plan
- 7

Action: Pennsylvania Avenue Revitalization Construction

Location: Sousa Bridge to Southern Avenue

Description: Construction of recommended improvements coordinated with local merchants and property owners to mitigate negative effects of construction.

Great Streets Funding: \$12.5 million

Related Projects: Pennsylvania Avenue Revitalization Plan

ACKNOWLEDGEMENTS

COMMITTEE ADVISORY TEAM

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Anwar Saleem: Chairperson, H Street Main Street
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Kathy Henderson: 5B10, Commissioner
Gladys Mack: ANC 6A, Commissioner
Bill Myers: 5B1, Commissioner
Frazier Walton: Kingman Park Neighborhood Association

Johnny Gaither: River Terrace Community Organization
Adrian Hasty: 7D04, Commissioner
Dorothy Douglass: 7D Chair, Commissioner
Cheryl Cort: Washington Regional Network for Livable Communities
Graylin Presbury: Fairlawn Citizens Association
Carrie Thornhill: Marshall Heights Community Development Organization
Carl Cole: Anacostia Waterfront Corporation Board
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